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Although river ships are achieving considerable successes in hauling timber in large rafts which carry as much as 54,000 cubic meters of lumber, and individual ships have far exceeded hauling norms, timber hauling in the ministry as a whole is far from satisfactory. On 30 June, the ministry's second-quarter plan for hauling timber in rafts was only 50 percent completed, for hauling timber in ships, 60 percent. Timber hauling is lagging seriously in the basins of Glavvostok (Main Administration of River Fleet of Eastern Basins) and Glavseverflot (Main Administration of River Fleet of Northern Basins), especially in the following ship lines: Northern, Belomorsk-Onega, Pechora, Lower Irtysh, Amur, East Siberian, Belaya, Upper Dnepr, and Kama. (5)

Poor work discipline, serious deficiencies in operational work, and poor planning are mainly responsible for the lag in the 1952 Plan. Many ships were still undergoing winter repair at the start of the 1952 navigation season, and ships too frequently must be taken out of operation for repairs. Thousands of ship hours are lost through poor scheduling or through unnecessary layover of ships in ports.

The Northern Ship Line, one of the largest in the ministry, is particularly lagging behind plan. Heads of the administration blame the shortage of ships for this lag, but the real reason lies rather in the inefficient utilization of ships and the fact that too many ships are undergoing accident repair. In May, the self-propelled fleet of the Northern Ship Line lost 20,293 horsepower days because of accidents and on 13 June alone, nine steamships were laying over for repairs. Meanwhile, timber in rafts was held up for lack of towships.

Many ships spend excessive layover time in ports because of poor scheduling. Order Number 80 of the ministry called for strict scheduling of at least 50 percent of the slow freight, but little success has been achieved in this field. Heads of the Volga Freight Ship Line and Glavtsentrolot (Main Administration of River Fleet of Central Basins) were especially criticized by the ministry for not taking stricter measures to improve ship scheduling. (4)

One of the main reasons for the lag in timber hauling is that the timber workers are late in forming rafts. For example, on the Vychegda River, timber workers have been completing only 50 percent of their daily norms for this kind of work, and on the Kama River this work lagged to the extent of nearly a million tons of lumber in only 20 days of June. In the Ob'-Irtysh Basin this work is also lagging seriously. There, timber loading and unloading work is poorly organized, and the roadsteads are not supplied with enough workers. For example, at the large transshipping point of Cherevoshnik, timber is unloaded only during one shift, thereby causing much tonnage to be tied up there. (5)

SOURCES

1. Moscow, Rechnyy Transport, 14 Mar 52
2. Ibid., 18 Apr 52
3. Ibid., 4 Mar 52
4. Ibid., 20 Jun 52
5. Ibid., 27 Jun 52

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